

1. In Oct. 85 the General Services Administration negotiated the award of the largest contract processed through the Small Business Administration. This contract, for construction of the Agency Security Control Centers and paving of the compound was awarded for \$5.8M. *dean*

2. Significant Accomplishments. On the contract of the New Headquarters Building -- included completion of all structural steel work (Jan 86) and completion of all major concrete work (June 86).

3. The CIA Traffic Advisory Committee has been very active responding to committee concerns. Progress is continuing on the final design of the Route 123 improvements and hopefully will be completed with committee approval in Sep 86

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*Marie -*

*Bucky dictated these notes over the phone.*

*June*

30 September 1986

FY-86 Significant Accomplishments  
New Building Project Office, Office of Logistics

1. On 18 October 1985, the largest Small-Business Administration (SBA) 8-A Set-Aside contract ever negotiated by the General Services Administration was awarded in the amount of \$5.8M to Robert Clay, Inc. of Laurel, Maryland for Bid Package (BP) #4 of the CIA Headquarters Expansion Project. BP#4 covers the construction of two Security Control Centers (SCC); one at the Route 123 main entrance, the other at the George Washington Memorial Parkway (GWMP) entrance. The contract also includes requirements for site lighting, landscaping, curbing replacement, and asphalt repaving of parking and road areas. Construction work started on 5 January 1986. As the FY draws to a close, the Route 123 main entrance SCC is approximately 70% complete. All major structural work is finished, and work is proceeding on the exterior treatment and interior fit-up will begin soon. The main entrance roadway improvements are progressing nicely. Resumption of normal traffic patterns is anticipated in mid-October. Work started in September on the second SCC at the GWMP gate. The old guardhouse has already been demolished. The Security Protective Officers (SPOs) are operating out of a temporary guardhouse without interruption of the daily traffic flow. The South Parking Lot was completely resurfaced and reopened to employee parking on 18 August with additional spaces achieved through a redesigned striping plan and elimination of traffic islands. Repaving of the DCI garage entrance is complete, as is approximately 30% of the perimeter road. The contractor started work on the repaving, new lighting, new curbing, and redesigned parking layout in the North Parking Lot on 15 September. This three-phase project is scheduled to be completed in November.

2. The NBPO, in concert with what was then Headquarters Operations, Maintenance and Engineering Division (HOME)/OL, now Facilities Management Division (FMD)/OL, played a major role in planning and bringing about the highly successful Vice-Presidential Dedication and Cornerstone-Laying Ceremony of the New Building on 1 November 1985. NBPO's primary function was to obtain the 7' x 5' Vermont green marble dedication plaque which was unveiled to Agency employees and invited guests by the Vice President, DCI, and DDCI. The plaque will eventually rest in the lobby of the New Building.

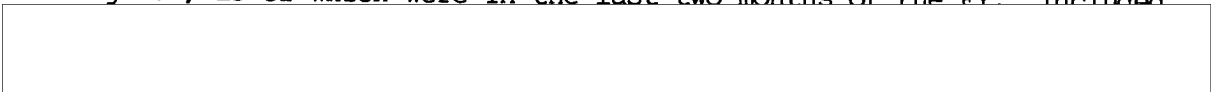
3. Despite the November 1985 flooding of the Bristol Steel Co. plant in Richmond, which caused a delay of several weeks in steel deliveries for the New Building, the Centex Construction Company crew celebrated the placement of the last major piece of structural steel in the South Tower on 13 January 1986. The workers hoisted a large American flag and traditional evergreen tree into place atop the steel. During the next eight months, the New Building has undergone significant change. The close of the FY sees the North Tower substantially enclosed, including interior windows, and the beginning of glass installation in the exterior curtain wall. All of the precast concrete has been installed on the exterior of the Center Core section as well as the glass in the barrel skylight in the fourth floor main entrance lobby. The atrium area, which extends from the fourth floor lobby to the first floor, will be ready for glass installation early next FY. This "open, public area" should be an area of dramatic visual impact. The South Tower enclosure is progressing pretty much on schedule. Inside the building, a myriad of construction activities is underway, particularly on the lower levels. Utilities facilities are defined, corridor walls are in place, and room layouts have been established. All in all, it has been a busy year in which the building has been transformed from the embryonic steel skeleton stage to a well-defined architectural and engineering structure.

4. The George Washington Memorial Parkway (GWMP) 1000-foot Acceleration Lane Project has been completed, except for finishing the capstone of the median strip barricade wall and some minor landscaping. The major objective, to provide a safe means for employees to merge with north-bound traffic, particularly during rush hour, has been accomplished.

5. The New Headquarters Building received the "Building of the Year Award" from the Institute of the Ironworking Industry (III). CIA senior officials accepted the award at a formal presentation on 25 April at the Congressional Country Club. Similar awards were made to GSA (project manager for the Agency); SH&G (project architect/engineer); and Centex Construction Company (project contractor).

6. The contract for some 94,600 square yards of carpeting for the New Headquarters Building (NHB) was awarded to the Bigelow/Heuga Co. of Greenville, SC on 7 July 1986. The award, for \$1,122,164.00, will provide carpeting for the NHB.

7. The NBPO has expended considerable effort preparing a detailed, comprehensive briefing package which will be given to all major components scheduled to move into the NHB. The offices scheduled for occupancy will receive background on the planning, building, and Headquarters compound highlights; an overview of the common areas for the NHB; and, most importantly, the layout of their office space and current construction photographs. Six major component briefings were given in the last two months of the FY. In addition, 21 formal tours of the construction site were given, 13 of which were in the last two months of the FY. Included



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8. All of the final refitup drawings, necessitated by the Headquarters Management Board's decision in November 1985 to relocate portions of the Directorates of Intelligence and Operations in the NHB, were received from Smith, Hinchman, and Grylls Associates, Inc. (SH&G), the NBPO's architectural and engineering firm. Some 17,500 blueprint copies of 577 original drawings have been reproduced by a local firm at a cost of over \$12,000.00 to satisfy GSA contractual requirements for the many changes to the architectural, structural, mechanical, and electrical plans.

9. All of the major design issues concerning the planned road improvements to Routes 123/193 were resolved at a series of meetings with local, state, and federal officials, the VDH&T, and McLean citizen's groups. On 29 September, the last remaining issue concerning the brick wall alongside Route 193 was resolved at a meeting of NBPO and Evermay, Section 7 homeowners. This paves the way for the final Traffic Advisory Committee (TAC) meeting in October.

11. The Powerhouse modifications project (Bid Package #3) has seen considerable progress during FY-86. For instance, the old emergency generator system has been partially demolished and replaced by seven new gas-turbine generators. Due to delivery problems with the Load Management System (an automatic control system), the new generators are still being checked out in a manual mode. It is expected that the new system will be fully operational in the first quarter of FY-87.

Boilers #2 and #3 were successfully operated in the automatic mode on natural gas during the FY. These are the first of four reconfigured boilers which have the dual-fuel capacity to run on either natural gas or No. Two fuel oil.

In June, the 15KV switchgear was energized. This equipment will eventually provide power to the entire Headquarters compound.

The new cooling tower system was completed and put into operation. The old towers were removed, and the Powerhouse space addition and retaining wall, which encloses the cooling towers and pumping station, were completed in FY-86.

The new chilled water piping and pumping system was placed in service. End of the six operating chillers were piped into this system in a carefully planned procedure. Upon successful operation on the new system, the original piping and pumping system was demolished.